

#EEZ349
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May 7, 2006

received 6/16/06

Ms. Rini Ghosh
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N. W.
Washington D. C., 20423-0001

FD 34284

Dear Ms. Ghosh:

I am writing to you regarding the proposed route for the railroad line from Dunlay, Texas to Vulcan Materials pit in Medina County.

I have followed this proposed development with interest over the past months. There does not seem to be an easy solution to this situation. After much thought and discussion, I have concluded that the wise choice between rail or truck routes is the rail route...now, which one?

I have lived on County Road 4516 since 1972, and have seen the traffic pattern go from practically nothing to an extremely busy thoroughfare. In spite of the 45 mph speed limit, cars speed by, aided by a scarcity of police patrols/radar traps, and the straightness and smoothness of the road.

I live within two miles of the latest proposed route, "the old Medina Dam route." My first reaction was favorable, until I was informed that the crossing on County Road 4516 would be surface and not an overpass. This is potentially a very dangerous idea. County Road 4516 is straight and smooth from just outside of Castroville, to just before this proposed crossing of the railway. Immediately before the crossing site, traveling west, CR 4516 makes an abrupt left curve, simultaneously dropping 50-75 feet in elevation. Prior to the curve and drop in elevation, visibility of the roadway ahead is totally blocked. This is where I have been advised that the surface railroad crossing would be located. I shudder to think of the disasters and tragedies that could take place at such a crossing.

Please investigate my claims...send someone out to verify what I have described. If you insist that "the old Medina Dam route" is indeed the best location, so be it....but, please consider building an overpass for the crossing of County Road 4516.

Thank you very much.

Yours Truly,

Barbara L. Gilliam

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